

STINSON DIVISION
CONSOLIDATED VULTEE AIRCRAFT CORPORATION

MODELS: Stinson (Army) L-1, L-1A, L-1B, L-1C, L-1D, L-1E, and L-1F
(Approved 11/17/47)

SPECIFICATION NUMBER: L-26-2

(Eligible for Certification in Limited Category only.)

(Holder of Limited Type Certificate: Executive Airlines, Inc., Cleveland, OH)

Engine	Lycoming R-680-9 or R-680-13
Fuel	87 minimum octane aviation gasoline
Engine limits	Maximum, except take-off (Sea level) 200 rpm (285 hp) Take-off (one minute) 2300 rpm (300 hp)
Propeller	Hamilton Standard 2820 hub; 6241A-6 blades 8 ft. 6 in. diameter
Airspeed limits (See NOTE 2)	Glide or dive - 160 mph
Maximum gross weight	L-1-3: 325 lbs. L-1A, L-1B, L-1C, L-1D, L-1E, L-1F-3: 385 lbs.
C.G. range	28.5 percent MAC to 36 percent MAC
Datum	76.6 inches forward of L.E. of wing
MAC	80 inches L.E. MAC 76.6 inches aft of datum
Other operating limitations	Army T.O. AN-01-50 DA-1
Certification basis	Limited Type Certificate No. 26 (CAR 9 effective 11/21/46)
Production basis	None may be produced under this approval
Export eligibility	Not eligible for a Certificate of Airworthiness for Export

EQUIPMENT:

No equipment other than engines and propellers are specified. However, such equipment as required by Civil Air Regulations Part 43.30 for the particular operation authorized for NC aircraft must be installed. Also, any additional equipment necessary for the proper operation of the aircraft.

In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

NOTE 1. Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for each aircraft. Army or Navy weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- (a) Required equipment as defined under "Equipment" above.
- (b) Additional items as may be reasonably considered removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certificating CAA representative, and in such form that it can be attached to the CAA Operation Limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- (a) In full view of passengers:
"This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire."
- (b) In the cockpit in full view of the pilot:
"Do not exceed 81 mph with flaps down."
"Maneuvers prohibited: outside loop, snap rolls, inverted spins, inverted flight."

NOTE 3. The following statement must appear on the Operation Limitations:
"This airplane must be operated at all times within the limitations set forth in the Army Technical Order No. 01-50DA-1, except for limitations specifically called out in Aircraft Specification AL-26 in which case the values given in the Specification must be observed. A copy of Army Technical Order 01-50DA-1 and Aircraft Specification AL-26 must be carried during flight." In all cases it will be the responsibility of the applicant to secure copies of the Technical Orders. The CAA does not have these documents available for distribution.

NOTE 4. If any repairs or modifications are made prior to and/or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to a CAA representative to show that the modified airplane maintains the same degree of airworthiness as the original. The CAA can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the CAA.

NOTE 5. Prior to obtaining certification for "Night Flying" the following modifications to the exterior lighting must be made to comply with CAF, Parts 15.2 and 03.538.

- (1) Position Lights:
 - (a) Wing Tip - The type A-7 or A-8 light assemblies are not satisfactory and must be replaced with certificated light assemblies. The type A-9 (AN-3033-10 or AN-3033-5 through -8) light assemblies may be satisfactorily modified by painting the sand-blasted portion of the inner surface of the AN-1042-3 and -4 covers black. The AN-3033-9 or AN-3033-1 through -4 light assemblies are satisfactory without modification.
 - (b) Tail - The present lights are not satisfactory and must be replaced with a certificated unit.
- (2) Position Light Circuit and Control:
The position light (wing tips and tail) shall be controlled by one SPST switch. The circuit should be protected by its own fuse or circuit breaker. The individual wing tip and tail light switches with dim and bright positions and the dimming resistors presently installed shall be removed.
- (3) Other Exterior Lights:
With the exception of the landing lights, any other exterior lights are not required and may be removed if so desired.

No original NL airworthiness certificates may be issued after 8/31/48. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington, D.C. Attn: A-298.